

OMB Desk Officer: Laura Oliven

Written comments and recommendations regarding these information collections should be sent directly to the appropriate OMB Desk Officer designated above at the following address: Office of Management and Budget, OIRA New Executive Office Building, Room 10230, Washington, D.C. 20503.

Dated: April 3, 1995.

Charlotte Whitenight,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 95-8752 Filed 4-6-95; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

[Docket 37554]

Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-2-9 established the currently effective two-month SFFL applicable through March 31, 1995.

We will, however, no longer publish a SFFL for U.S.-Canada markets. Under the terms of the new Air Transport Agreement between the United States and Canada, effective February 24, 1995, transborder fares are no longer subject to unilateral disapproval by either government, and routine tariff-filing requirements are eliminated. Thus, there is no longer a need to compute a SFFL for the Canadian Entity.

In establishing the SFFL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-2 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....	1.4249
Latin America	1.4360
Pacific.....	1.6602

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: April 3, 1995.

Patrick V. Murphy,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-8549 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-2-8, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-1 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic.....	1.2505
Western Hemisphere	1.1483
Pacific.....	1.2965

For further information contact: Keith A. Shangraw (202) 366-2439.

Dated: April 3, 1995.

By the Department of Transportation.

Patrick V. Murphy,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-8550 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

Office of the Secretary

Application of Western Pacific Airlines, Inc., for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 95-4-4, Docket 49941).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Western Pacific Airlines, Inc., fit, willing, and

able and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than April 10, 1995.

ADDRESSES: Objections and answers to objections should be filed in Docket 49941 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: April 3, 1995.

Patrick V. Murphy,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-8626 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Highway Administration

Environmental Impact Statement: Knox County, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed project in Knoxville, Knox County, Tennessee.

FOR FURTHER INFORMATION CONTACT: Mr. Wright B. Aldridge, Jr., Planning, Environment and Research Engineer, Federal Highway Administration, 249 Cumberland Bend Drive, Metro Center, Nashville, Tennessee 37228, telephone (615) 736-7106.

SUPPLEMENTAL INFORMATION: The FHWA in cooperation with the Tennessee Department of Transportation will prepare an environmental impact statement (EIS) and section 4(f) Statement on a proposal to improve a section of Interstate 40 from Interstate 275 to East of the Broadway Interchange in Knoxville, Tennessee. The proposed project is considered necessary to improve the operation and safety of this section of the Interstate.

Alternatives to be considered include: (1) Taking no action; (2) five build alternatives consisting of different design concept; (3) other alternatives

that may arise from public input; and (4) alternatives that avoid use of the historic properties located in the area will be studied. The impacts of the project on the Fourth and Gill Historic District will be evaluated.

Initial Coordination letters describing the proposed action and soliciting comments have been sent to appropriate federal, state and local agencies. A public hearing will be held. Public notice will be given of the time and place of this hearing. The draft environmental impact statement (EIS) will be available for public and agency review and comment. Comments from the initial coordination letters and a public meeting will be considered in determining the scope of the EIS.

To insure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions concerning the proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The provisions of Executive Order 12372 regarding State and Local intergovernmental review of Federal and federally assisted programs and projects apply to this program).

Issued on: March 31, 1995.

Wright B. Aldridge, Jr.,

Planning, Environment and Research Engineer, Tennessee Division, Nashville, Tennessee.

[FR Doc. 95-8528 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

[Docket No. 95-23; Notice 1]

Receipt of Petition for Decision That Nonconforming 1992 Kenworth T800 Trucks Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1992 Kenworth T800 trucks are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1992 Kenworth T800 truck that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United

States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is May 8, 1995.

ADDRESS: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm.]

FOR FURTHER INFORMATION CONTACT: Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K") (Registered Importer 90-007) has petitioned NHTSA to decide whether 1992 Kenworth T800 trucks manufactured by Kenworth Mexicana, SA of Mexicali, Mexico, are eligible for importation into the United States. The vehicle which G&K believes is substantially similar is the 1992 Kenworth T800 that was manufactured for sale in the United States and

certified by its manufacturer, PACCAR of Bellevue, Washington (the corporate parent of Kenworth Mexicana), as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1992 Kenworth T800 to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that the non-U.S. certified 1992 Kenworth T800, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1992 Kenworth T800 is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 108 *Lamps, Reflective Devices and Associated Equipment*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 121 *Air Brake Systems*, 124 *Accelerator Control Systems*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: Inscription of the word "Brake" on the brake failure indicator lamp.

Standard No. 115 *Vehicle Identification Number*: Installation of the required certification label.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles other than Passenger Cars*: Installation of a tire information placard.

Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and